

LOS ANGELES LONG BEACH HARBOR SAFETY COMMITTEE

Subcommittee #1 – Navigation Safety

Meeting Minutes – November 4th 2009
At the offices of the Southern California Marine Exchange

ATTENDEES

NAME	ORGANIZATION	PHONE	EMAIL
John Betz	POLA Pilots	(310) 463 3746	betzjohn@mac.com
Mike Coyne	OSPR	(916) 201 5680	mcoyne@ospr.dfg.ca.gov
Wayne Tober	Maersk Lines	(310) 221-4232	nammarsvcwes@maersk.com
Andre Nault	Harley Marine	(310) 427 2819	anault@harleymarine.com
John Hennigan	USCG	(310) 521 3861	john.p.hennigan@uscg.mil
Sam Jebananthan	APL	(310) 548 8801	sam_jebananthan@apl.com
Julio Soares	APL	(510) 206 4305	julio_soares@apl.com
Jeff Cowan	APL	(805) 901 9558	jcowan@vcnet.com
Tom Welch	Westrec Marinas	(310) 514 4985	westrecsca@aol.com
Robin Blanchfield	CA Coastal Comm	(415) 904 5247	rblanchfield@coastal.ca.gov
Rob McCaughey	Tesoro	(310) 522 6279	robert.b.mccaughey@tsocorp.com
Ray Lyman	Catalina Express	(310) 519 7971	rlyman@catalinaexpress.com
Reid Crispino	MX/VTS	(310) 869 8631	rjc@mxsocal.org
Matt Capon	USCG	(310) 521 3863	matthew.b.capon@uscg.mil
Vic Schisler	Jacobsen Pilots	(310) 432 0664	vjs@jacobsenpilot.com
John Strong	Jacobsen Pilots	(310) 283 4478	jzs@jacobsenpilot.com
Norman George	Crowley Petroleum	(562) 491 4751	norman.george@crowley.com
Frosty Leonard	Crowley Marine Servs.	(310) 732 6576	frosty.leonard@crowley.com
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Ronald Kelly	Transmarine Nav	(310) 505 9164	r.kelly@tansmarine.com

Please double-check your name, phone number and email address and advise of any errors. Thanks!

Meeting called to order at the offices of the San Pedro Marine Exchange at 1005.
Minutes of the last meetings were distributed by email and no corrections noted.

OLD BUSINESS

SAFE TRANSIT BROCHURE (Dec '07) – Robin Blanchfield, CA Coastal Commission, has completed editing the Safe Transit Program brochure and provided draft copies for the subcommittee's review. **Wayne Tober, Maersk Lines**, recommended removing ship names and markings from all the photos. **John Betz, POLA Pilots**, asked everyone to take a look at this draft and get their comments back to **Robin** via email as soon as possible. We need to distribute the finalized draft to the committee at large. At the December Harbor Safety Committee meeting we

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will ask the committee to approve the brochure for printing. **John Betz** reiterated the subcommittee had already voted to approve content of this brochure last year and our primary focus now is to review and edit formatting.

VOLUNTARY WESTERN TRAFFIC LANES (July '09) – Dick McKenna, San Pedro VTS. **Captain Jeff Cowan, APL**, related some of his recent experiences transiting through the Pacific Missile Test Center (PMTTC). He advised that he experienced difficulty contacting PLEAD Control when inbound and reinforced the importance of early communication with inbound vessels so that they can make timely routing decisions. **Reid Crispino, VTS**, advised that PLEAD Control is not manned 24 hours and that the San Pedro VTS is the second point of contact for up-to-date information regarding Range operations.

There was general discussion. **Wayne Tober** inquired whether information about Range ops could be disseminated via the Internet and asked why PLEAD Control could not be manned 24 hours daily. **Jeff Cowan** discussed some of the engineering issues related to fuel switching that his vessel has experienced. He also noted that the increased work hours associated with switching fuel could raise issues with STCW crew rest periods. **Sam Jebananthan, APL**, offered to allow personnel from CARB and OSPR to ride a company vessel from Los Angeles to the San Francisco Bay to observe fuel switching operations first-hand.

It was again noted that our subcommittee needs to remain focused on providing a forum in which safety-related issues can be raised and discussed. The subcommittee's objective should be to identify risk and determine what, if any, operational safeguards need to be adopted to mitigate that risk. To that end, the input from vessel masters and agents is particularly valuable.

Lt. Commander John Hennigan, USCG, informed the subcommittee that it was doubtful that NOAA would be able to publish the voluntary western traffic lanes on the nautical chart or in the US Coast Pilot. Information regarding the voluntary lanes has been published in a USCG Marine Safety Bulletin and in the USCG Notice to Mariners. He advised that the USCG will continue working this issue with NOAA.

John Strong, Jacobsen Pilots, announced that the LALB Harbor Safety Committee received accolades at the recent Harbor Safety Committee summit in Sacramento for their work establishing the voluntary western traffic lanes.

SUBCOMMITTEE REPORTS

RECENT BUNKER SPILL IN SF BAY. **Robin Blanchfield, CA Coastal Commission, and Mike Coyne, OSPR**, updated the committee on the recent bunker spill that occurred in San Francisco Bay, Anchorage No. 9. Overall, the response went well. A local government representative was included in the Incident Command. The USCG is still investigating this incident.

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Lt Cmdr. John Hennigan, USCG, advised the USCG is taking steps to ensure adequate tug resources are available for vessels. He advised that if a vessel has a history of propulsion failures, they should expect a Captain of the Port Order requiring additional tugs.

NEW BUSINESS

Mike Coyne, OSPR, requested the subcommittee evaluate the need to reconcile British Admiralty nautical publications with NOAA nautical publications. It has been noted that many vessels use British Admiralty charts and publications rather than NOAA charts and publications while navigating in US Waters. Admiralty charts and publications are recognized equivalents and satisfy the carriage requirements, however, they do not always include all the information that is contained in the US publications. **Mike Coyne** requested the subcommittee investigate the variations in the relevant information for the ports of LA and LB and determine if there was a need to reconcile information between the US and British system.

The next Subcommittee #1 meeting is scheduled for 1:30 p.m. on Wednesday, December 2nd at a location to be determined. An agenda will be distributed via email prior to the meeting.

The meeting adjourned at 1120.

Respectfully submitted,

John Betz
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